

1
2 RESOLUTION

3 of the

4 METROPOLITAN TRANSPORTATION BOARD

5 of the

6 BOARD OF DIRECTORS

7 of the

8 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

9 (R-03-11 MTB)

10
11 AMENDING THE ACCESS CONTROL POLICY FOR
12 SOUTHERN (GIBSON) BOULEVARD AT THE
13 INTERSECTION OF JUAN TABO TO UPGRADE THE
14 INTERSECTION FROM A "TEE" INTERSECTION TO A
15 FULL ACCESS INTERSECTION
16

17 WHEREAS, Southern (Gibson) Boulevard is designated on the Long Range
18 Roadway System (LRRS) map as a limited access principal arterial; and

19 WHEREAS, the LRRS reflects long range policy for streets and highways in the
20 Metropolitan Planning Area (MPA) and provides a framework for transportation
21 planning in the area; and

22 WHEREAS, the LRRS is approved by the Metropolitan Transportation Board
23 (MTB) of the Mid-Region Council of Governments in its role as the metropolitan
24 planning organization for the AMPA; and

25 WHEREAS, on September 10, 1998 the Urban Transportation Planning Policy
26 Board (UTPPB) approved resolution UTPPB R-98-24 "Establishing the preferred long-

1 range investment strategy for the Gibson Corridor", and directing the City of
2 Albuquerque "to advance that portion of the corridor between Louisiana Boulevard and
3 Central Avenue, for detailed analysis in a location study and environmental document";
4 and

5 WHEREAS, the draft Gibson Boulevard Corridor Study has been significantly
6 completed and is awaiting final review and approval by Kirtland Air Force Base and the
7 Federal Highway Administration; and

8 WHEREAS, the Corridor Study conducted a detailed traffic analysis; and

9 WHEREAS, the resulting analysis recommends upgrading the intersection of
10 Southern (Gibson) Boulevard and Juan Tabo from a "tee" intersection to a full access
11 intersection with access provided to the north; and

12 WHEREAS, development in the area of Southern (Gibson) Boulevard between
13 Eubank Boulevard and Juan Tabo, is occurring ahead of the schedule for completion
14 of the Gibson Boulevard Corridor Study; and

15 WHEREAS, in consideration of the delays in the processing of the Gibson
16 Boulevard Corridor Study, the City of Albuquerque is requesting a change in access at
17 the intersection of Southern (Gibson) Boulevard and Juan Tabo; and

18 WHEREAS, without the proposed change in access the property in question
19 would be landlocked without access to the City's street system; and

20 WHEREAS, it is the responsibility of the MTB to affect any changes to the Long
21 Range Roadway System map for the Albuquerque Metropolitan Planning Area; and

22 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation

23 Board of the Mid-Region Council of Governments of New Mexico that the Long Range

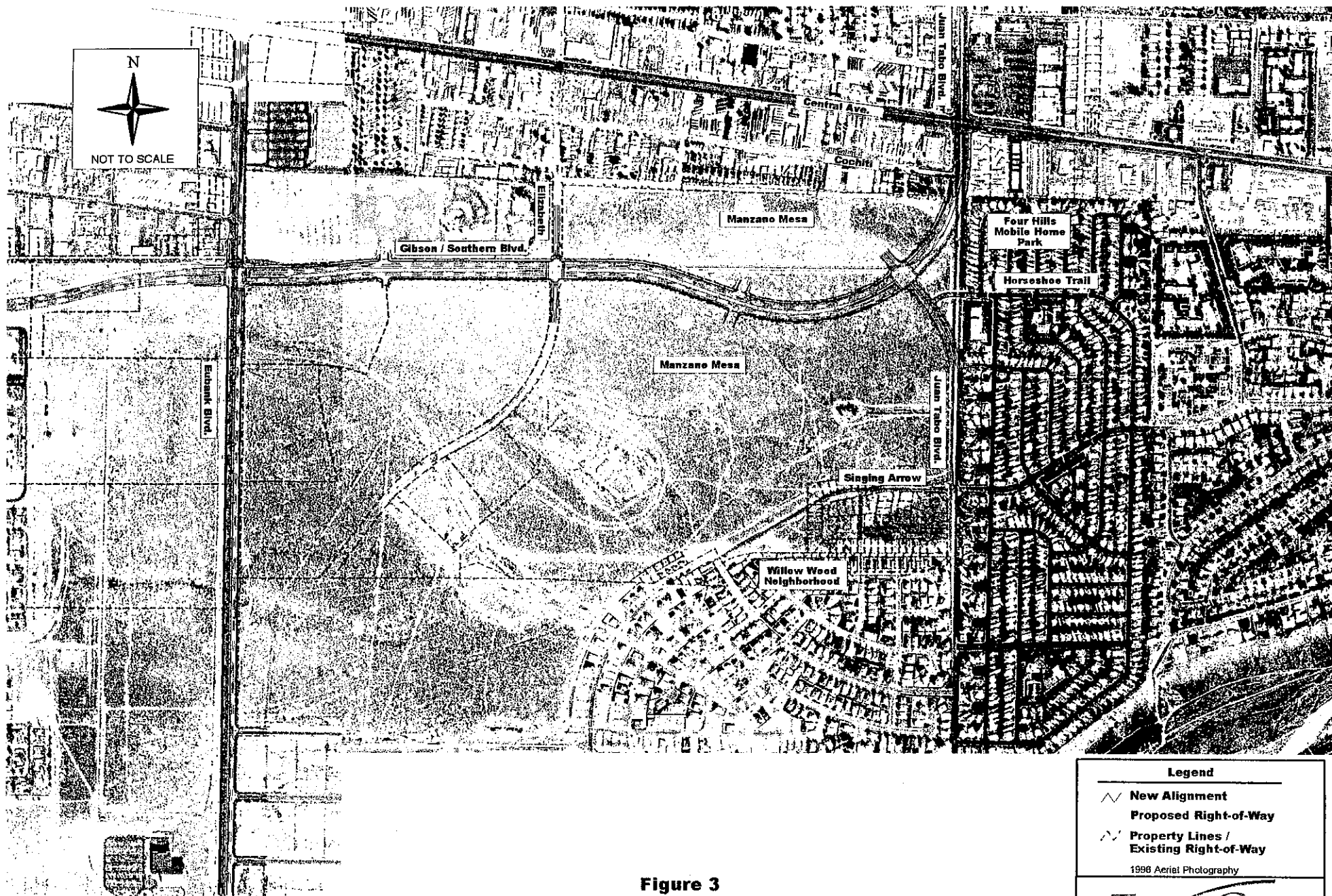


Figure 3

Eubank Blvd to Juan Tabo / Central

Legend

- New Alignment
- - - Proposed Right-of-Way
- ... Property Lines / Existing Right-of-Way

1996 Aerial Photography

TRANSCORE



SCALE: 1" = 300'

MANZANO
MESA

TRACT B-5

CENTERLINE CURVE DATA
R = 371.19m (1217.80')
L = 287.26m (942.47')
Δ = 44°20'31"
e = 0.038

MATCHLINE
SEE SHEET 7 OF 13

R=9.1m (30')

SEE MATCHLINE
S OF 13

R=9.1m (30')

R=7.6m (25')

HORSESHOE TRAIL

R=7.6m (25')

R=9.1m (30')

GIBSON / SOUTHERN BLVD.

CENTERLINE CURVE DATA
R = 291.57m (956.58')
L = 150.11m (492.48')
Δ = 30°30'07"

JUAN TABO BLVD.

EXHIBIT #2

TRANSORE

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Connell/Hunting West, Inc.
ENGINEERS AND PLANNERS


CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP


TITLE: GIBSON BLVD. EAST CORRIDOR STUDY,
PRELIMINARY DESIGN PLAN

PROJECT NO. 2374 Date 10/20/01

1 Roadway System Access Control policy be amended to allow a full access, four-leg
2 intersection at the intersection of Southern (Gibson) Boulevard and Juan Tabo,
3 consistent with the recommendations of the draft Gibson Boulevard Corridor Study, as
4 shown on Attachment A.

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6 PASSED, APPROVED, AND ADOPTED this 20th day of March, 2003 by the
7 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
8 Mexico.

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Hector Gonzales, Chairman
Metropolitan Transportation
Board

ATTEST:


Lawrence Rahl
Executive Director